NANCY FOSTER
IMO8993227
JLG
93725

GENERAL NOTES

1. STERN REFERENCE POINT IS DEFINED AS THE AFTER-END OF THE MAIN DECK ON CENTERLINE: SEE DETAIL 7-D. LOCATION OF STERN REFERENCE POINT RELATIVE TO FRAME SYSTEM IS UNCONFIRMED AS 3'-1" AFT OF FRAME 90. CONFIRM LOCATION OF SRP RELATIVE TO SHIP'S FRAME SYSTEM BEFORE PROCEEDING TO DOCK. ADJUST VALUES FOR "FWD OF STERN REF. POINT" IN TABLE 15-C & 12-D, IN ACCORDANCE WITH MEASUREMENT OF SRP RELATIVE TO FRAME SYSTEM.

2. THIS DRAWING PROVIDES THE DOCKING DRAWING FOR THE NOAA SHIP NANCY FOSTER AND WAS DEVELOPED UNDER TAR SSI-021(02) BASED ON REFERENCE PLANS FOR SISTERSHIP "USNV CAPE FLATTERY" (YTT 9), AND A SHIPCHECK CONDUCTED AT CASCADE GENERAL, INC. IN PORTLAND, OREGON ON OCTOBER 28-30, 2002, FOLLOWING THE DEMILITARIZATION AND CONVERSION OF THE EX-USNV "AGATE PASS" (YTT 12) TO NOAA SHIP "NANCY FOSTER." EXACT LOCATIONS OF ALL PENETRATIONS AND OBSTRUCTIONS ARE BASED ON REVIEW OF EXISTING REFERENCE DRAWINGS, NOT ACTUAL MEASUREMENT.

3. DIMENSIONS
   (A) LONGITUDINAL LOCATIONS OF ALL ITEMS ARE GIVEN FROM THE STERN REFERENCE POINT (AFTER END OF MAIN DECK AT CENTERLINE.)
   (B) HEIGHTS OF ALL ITEMS ARE GIVEN FROM THE BOTTOM OF THE KEEL AMIDSHIPS EXTENDED.
   (C) LONGITUDINAL LOCATIONS AND HEIGHTS OF SIDE BLOCKS ARE TAKEN TO THE AFTER SIDE OF BLOCKS.
   (D) DIMENSIONS FOR SIDE BLOCKS WERE OBTAINED FROM LINES AND OFFSETS, REFERENCE 4.

4. NOTE: ABNORMALITIES AND/OR ERRORS IN CONSTRUCTION HAVE NOT BEEN DOCUMENTED. THEREFORE, SIDE BLOCKS UNDER CHINES SHALL BE SET UP OUTBOARD AND HAULED INBOARD TO SET ("HAUL BLOCKS").

5. THE USE OF A DIVER DURING DOCKING IS MANDATORY.

6. COMPLETE PAINTING OF HULL
   (A) IN ORDER TO CLEAN AND PAINT THE ENTIRE BOTTOM OF THE VESSEL IN THREE SUCCESSIVE DOCKINGS THE FOLLOWING POSITIONS OF THE VESSEL ARE NECESSARY:
      (1) POSITION NO. 1, SEE ZONE 9-D
      (2) POSITION NO. 2, SEE ZONE 9-C
      (3) POSITION NO. 3, SEE ZONE 9-B
   (B) REPEAT CYCLE OF POSITIONS. ASCERTAIN FROM VESSEL THE POSITION OF VESSEL AT ITS LAST DOCKING.

7. DIMENSIONS OF OFFSET TABLES FOR BILGE BLOCKS ARE GIVEN IN FEET-INCHES-SIXTEENTHS OF AN INCH.

8. KEEL BLOCKS SHALL BE CONFIGURED TO CLEAR DRAIN PLUGS.

9. BLOCKING
   (A) THE BLOCKING SHOWN ON THIS PLAN IS THAT REQUIRED FOR BLOCKING UNDER ORDINARY UNDAMAGED CONDITIONS FOR 3'-0", 6'-0" OR 12'-0" SPACED BEARERS IN DRYDOCK.
   (B) KEEL BLOCKS
      (1) KEEL BLOCKS SHALL BE 14"X 14" HARD WOOD TIMBERS SPACED AS SHOWN ON PLAN 20-C.
      (2) 2 INCH MIN THICKNESS SOFTWOOD CAPS REQUIRED BETWEEN UPPER TIMBER AND KEEL.
      (3) IF 14" SQUARE TIMBERS ARE STACKED MORE THAN 2 BLOCKS HIGH, CRIB BLOCKS FOR 10 FEET AT EACH END.

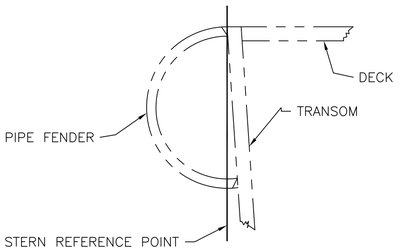
D (C) SIDE BLOCKS
   (1) SIDE BLOCKS SHALL BE LOCATED INBOARD OF THE BILGE KEELS AND HULL ZINCS. SEE SECTION 6-C.
   (2) BLOCKS SHALL CROSS TRANSVERSE FRAMES.
   (3) SOFT WOOD CAPS OF 2" MIN. THICKNESS ARE REQUIRED.
   (4) DIRECTION OF BEVEL ON BLOCKS IN 12" IS DOWN (-) OR UP (+) FROM THE HEIGHT GIVEN AT THE AFTER SIDE OF THE BLOCK IN THE TABLES OF OFFSETS, DIM 'C'.
   (5) SIDE BLOCKS ARE NUMBERED FROM AFT, FORWARD WITH AFTER BLOCK AS NO. 1.
   (6) SIDE BLOCKS SHALL BE OF THE FITTED TYPE, NOT "ROUND HEAD" OR "UNIVERSAL."

10. HYDROSTATIC VALUES FOR DOCKING WERE ROUNDED FROM REFERENCE 11.

11. HEIGHT OF BLOCKS TO BE DETERMINED WITH CONSIDERATION GIVEN TO PROPELLER TIP CLEARANCE AND RUDDER REMOVAL REQUIREMENTS. SHIP-CHECK RUDDER STOCK AGAINST REFERENCE 12 BEFORE PROCEEDING.

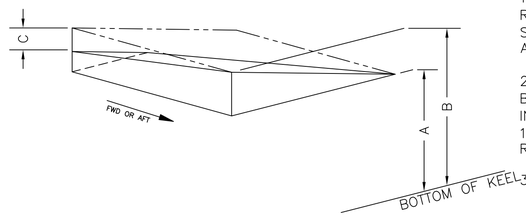
12. NO BLOCKS TO BE PLACED IN WAY OF SEA CHESTS, UNDERWATER LOGS OR SOUND PROJECTORS OR TRANSDUCERS.

13. THIS DRAWING SUPERSEDES REFERENCE NOS. 1, 2, 5 AND 7, AS APPLIED TO YTT-12.



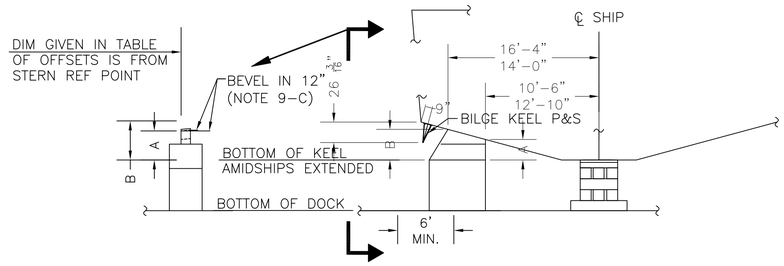
DETAIL 7-D

STERN REFERENCE POINT
SEE GEN'L NOTE 1.
NOT TO SCALE



TYP. BEVELED BLOCK

FWD BLOCK SHOWN
AFT BLOCK SIM
NOT TO SCALE

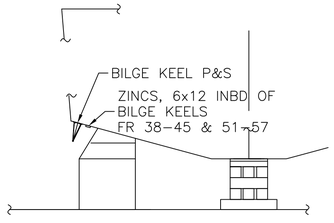


SECTION 6-C

FR 38 LKG AFT
TYP DETAILS OF DOCKING BLOCKS.
SEE PANEL 9 FOR TABLES OF OFFSETS.

NOT TO SCALE

C



SECTION 6-A

FR 38 LKG AFT
LOCATION OF HULL ZINCS
INBOARD OF BILGE KEELS

NOT TO SCALE

D

CRITICAL DIMENSIONS

LENGTH OVERALL	186'-6"
LENGTH BETWEEN PERPENDICULARS	176.62'
BREADTH (EXTREME, AND TRANSOM)	40'-0"
BEAM, ON DWL (10'-6")	39'-1 13/16"
FRAME SPACING	24"
FIRST SIDE BLOCK IS:	FROM STERN REF POINT
NO. 1 DOCKING POSITION	56'-7"
NO. 2 DOCKING POSITION	58'-7"
NO. 3 DOCKING POSITION	54'-7"
END OF SKEG	16'-1"
EXTREME FULL LOAD DISPLACEMENT	1271.23 LT
DRAFT, EXTREME FULL LOAD	11'-0"

REFERENCES

NO	TITLE	DRAWING NUMBER
14	150KHZ ADCP & 12 KHZ TRANSDUCERS	NF-461-001
13	KONGSBERG MULTIBEAM EM1002 INSTALLATION	NF-462-001
12	YTT-12 CONV'N RUDDER & RUDDER STOCK DESIGN	562-001 (YEAR 2001)
11	TRIM & STABILITY BOOKLET (POST COVERSION TO NOAA SHIP)	NF-079-02 (YEAR 2002)
10	ENGINE ROOM MODULE (YTT 9 CLASS) (MODULE D)	101-6500832 (NAVSEA)
9	VEHICLE RECOVERY MODULE (YTT 9 CLASS) (MODULE E)	101-6500833 (NAVSEA)
8	STERN MODULE (YTT 9 CLASS) (MODULE F)	101-6500834 (NAVSEA)
7	CATHODIC PROTECTION & DOCKING PLAN	633-6501005
6	TORPEDO TUBE MODULE (YTT 9 CLASS) (MODULE B)	101-6500830 (NAVSEA)
5	CAPE FLATTERY (YTT-9) DOCKING DRAWING (DATED 1992)	YTT-9 4345690 (NAVSEA)
4	LINES & OFFSETS YTT-9 186'-6" X40 X 16 TORP. TEST CRAFT	5777A004 (MCDERMOTT SHPYD)
3	BOOKLET OF GENERAL PLANS	NF-085-001 (YEAR 2002)
2	DOCKING DRAWING (CAPE FLATTERY YTT-9) (DATED 1997)	53711 801 5284787 (NAVSEA)
1	CASCADE GENERAL, DD#1 BLOCK ARRGT FOR NANCY FOSTER	DATED 7-16-02

REVISIONS

REV	SHT	ZONE	ITEM	DESCRIPTION	DATE	APPD
G	1-3	16-A 19-A 19-C	1	REPLACED RESON 7125 SYSTEM WITH KONGSBER EM2040 MULTI-BEAM ECHO SOUNDER	3/1/18	CMC
F	2 3	13C 15A 20C	1	ADDED DSL TRANSDUCER ITEM 57	2/3/16	BECI
	3	20C 24A 23C 24B	2	ADDED LOCATION OF DIVER GRABS AND SECTION VIEWS OF SAME		
E	2 3	12D 15C 20B 20C		1. MODIFIED PORT TRANSDUCER POD; RELOCATED EXISTING 150KHZ AND 12 KHZ XDCRS 2. ADDED NEW SIMRAD ES XDCRS TO PORT POD 3. ADDED RESON SEA CHEST AND TRANSDUCERS 4. ADDED VALEPORT SVS THRU HULL 5. ADDED ITEMS 49a THRU 49f, 55 & 56, 56a THRU 56c 6. DELETED KEEL BLOCK POSITION 1 AT FRAME 31 AND POSITION 2 AND FRAME 30	3/4/11	BECI
D	1 2 3	5B 6A 15C 20B 20C		INCORPORATE P/E's COMMENTS	1/19/06	
C	1 2 3	8A 12D,15C 20B,20C	1	ADDED REF 13, 14 ADDED HULLOPENINGS 48-53 REVISED SIDE BLOCKS GEOMETRY ADDED TABLE 13-A	12/17/05	
B	1 2 3	6C 9B,C,D 20C	1	POSITION #1: MODIFIED SIDE BLOCKS GEOMERTY FOR BILGE KEELS	10/17/05	
A	1 3	6C 20B 20C	1	ADDED BILGE KEELS AND EM1002 FAIRING	10/07/05	APPD
-	ALL	ALL	ALL	INITIAL ISSUE	-/-/-	APPD

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
OFFICE OF MARINE & AVIATION OPERATIONS

Seaworthy Systems, Inc.
P.O. BOX 960
ESSEX, CT 06426
TEL: (860) 767-9061

CONTRACT #
50-ABNA-0-00032
TAR-SSI-021-(02)

DSGN	WRP	1/28/03
DWN	WRP	1/28/03
CHK	JEK	1/29/03
CHK	JAH	1/29/03

NOAA APPROVAL

NOAA SHIP NANCY FOSTER

NOAA CONVERSION

DOCKING PLAN

SIZE	CAGE CODE	NOAA DRAWING NUMBER	REV
D	0YLJ5	NF-085-002	G

SCALE: 1/8"=12" | CAD FILENAME NF085002 | SHT 1 OF 3

LIST OF ALL OPENINGS AND OBSTRUCTIONS IN SHELL

ITEM NO.	SERVICE	SIZE OF HOLE	SIDE	FWD OF STERN REF POINT	DISTANCE OFF ℄ SHIP	HEIGHT ABV BOTTOM OF KEEL	REFERENCE
1	HAWSE PIPE, STBD	11" X 16"	S	173'–1"	5'–9"	10'	2
2	HAWSE PIPE, PORT	11"x 16"	P	173'–1"	5'–9"	10'	2
3	CHAIN LKR OVBD DISCH	ø2"	S	167'–0"	7'–7" S	14'–11"	2
4	MEDICAL LKR DRAIN	ø2"	S	163'–7"	9'–7" S	14'–11"	2
5	200kHz DEPTH SOUNDER	ø3"	S	159'–8"	6" S	–2"	1
6	DOPPLER SPEED LOG	ø6"	P	162'–6"	6" P	–	1
7	BOW THRUSTER SEACHEST	5'–2"x 24"	CL	155'–11"	–	–	6
8	THRUSTER VANE	10' X 20"	S	155'	10'–6"	7'	6
9	THRUSTER VANE	10' X 20"	P	155'	10'–6"	7'	6
10	DECK DRAIN	ø¾"	P	149'–10"		14'–8"	2
11	VOID TANK VENT	ø2"	S	142'–10"		15'–0"	2
12	DECK DRAIN	ø1¾"	S	141'–2"		14'–8"	2
13	FAN COIL (FCU) DRN	ø2"	S	141'–6"		14'–6"	2
14	FCU DRAIN	ø1¾"	P	135'–9"		14'–4"	2
15	FCU DRAIN	ø1¾"	S	134'–9"		14'–11"	2
16	DECK DRAIN	ø1¾"	S	131'–1"		14'–9"	2
17	SWG OVBD DISCH	ø2"	S	123'–8"		14'–6"	2
18	COMPR AIR OVBD DISCH	ø2¾"	P	121'–8"		14'–11"	2
19	FCU DRAIN	ø1¾"	S	111'–3"		14'–9"	2
20	DECK DRAIN	ø1¾"	P	117'–0"		14'–11"	2
21	FCU DRAIN	ø1¾"	S	96'–8"		14'–9"	2
22	FCU DRAIN	ø1¾"	P	111'–3"		15'–5"	2
23	HYDROPHONE PIPE	ø5"	S	92'–6"	12"	–	1
24	HYDROPHONE PIPE	ø5"	P	92'–6"	12"	–	1
25	A/C OVBD DISCH	ø4¼"	S	79'–6"		14'–3"	2
26	FCU DRAIN	ø1¾"	P	91'–2"		14'–10"	2
27	MAIN MACH SEACHEST	18"x 34½"	S	74'–1"	6'–8"	12"	10
28	BALLAST OVBD DISCH	ø6½"	P	89'–3"		12'–7"	2
29	ENGINE CLG OVBD DISCH	ø6½"	S	71'–0"		12'–7"	2
30	DECK DRAIN		S	70'–11"		17'–1"	2
31	DECK DRAIN	ø1½"	P	66'–10"		14'–10"	2
32	MOON POOL PIPE	ø12"	S	56'–1"	4'–0"	(1 ½")	9
33	AUX MACH SEACHEST	18"x 34½"	P	56'–1"	5'–5"	18"	9
34	SEAWTR OVBD DISCH	ø1¼"	S	15'–4"		14'–11"	2
35	DECK DRAIN	ø1¼"	P	54'–3"		14'–7"	2
36	AZUMUTHING THRUSTER	–	S	7'–7"	12'–0"	3'–10"	8
37	BOLSTER	24" X 12"	S	37'–2"		13'–6"	2
38	BOLSTER	24" X 12"	P	31'–6"		13'–6"	2
39	PROPELLER CENTERLINE	–	CL	–	–	4'–0"	2
40	SEAWTR OVBD DISCH	ø1¼"	P	15'–3"		14'–11"	2
41	DECK DRAIN	ø1¼"	P	16'–7"		13'–11"	2
42	AZUMUTHING THRUSTER	–	P	7'–7"	12–0"	3'–10"	8
43	WORK SHOP SINK DRAIN		P	75'–5"		16'–11"	2
44	FCU DRAIN		P	67'–10"		14'–9"	2
45	FCU DRAIN		S	67'–7"		14'–10"	2
46	50 KHz TRANSDUCER	ø3"	S	134'–0"	10"	–	1
47	SKEG DRAIN PLIG	ø3"	CL	18'–4"	–	–	1
48	EM 710 XDCRS POD	–	S	132'–6 7/16"	6'–0"	(1'–11¼")	13
49	150 & 12 KHZ & SIMRAD ES POD		P	101'–4 1/4"	5'–1"	(1'–6½")	14
49a	SIMRAD ES200–7C		P	103'–2"	5'–1"	(1'–6½")	14
49b	SIMRAD ES70–C		P	104'–3 3/4"	5'–1"	(1'–6½")	14
49c	KNUDSEN 12 KHZ		P	106'–1"	5'–1"	(1'–6½")	14
49d	SIMRAD ES38–B		P	108'–1"	5'–1"	(1'–6½")	14
49e	ADCP 150 KHZ		P	109'–11 3/4"	5'–1"	(1'–6½")	14
49f	SIMRAD ES120–7C		P	111'–5 1/8"	5'–1"	(1'–6½")	14
50	BENCH MARK (FR 22)		CL	139'–1"	0'–0"		
51	BENCH MARK		CL	124'–3 1/2"	0'–0"		
52	SEA SUCTION	ø5"	P	131'–9"	5'–9"	–	
53	200 KHZ TRANSDUCER	4 ⅜"øID	P	122'–1"	3'–0"	–	14
54	SEA SURF TEMP PROBE	2"ø	P	122'–1"	3'–0"	7'–6"	
55	VALEPORT SVS	4"ø	S	118'–1 1/8"	5'–0"	0'–5"	14
56	KONGSBERG CASING ASSY	40¼" x 30"	S	122'–1"	2'–0"	0'–0"	14
56a	KONGSBERG EM 2040	4"ø	S	123'–1 1/2"	2'–0"	0'–0"	14
57	FURUNO – DS60	10"ø	S	98'–4"	1'–10"	0'–0"	

TABLE 15–C

NOTE: THIS TABLE SHOWS ALL OPENINGS, ABOVE AND BELOW CHINE.
TABLE 12–D REPEATS ALL INFORMATION FOR OPENINGS BELOW CHINE.

LIST OF ALL OPENINGS AND OBSTRUCTIONS IN SHELL BELOW CHINE (LISTED FROM BOW AFT)

ITEM NO.	SERVICE	SIZE OF HOLE	SIDE	FWD AFT	FRAME	FWD OF STERN REF POINT	DISTANCE OFF ℄ SHIP	HEIGHT ABV BOTTOM OF KEEL	REFERENCE
5	200kHz DEPTH SOUNDER	ø3"	S	18" A	11	159'–8"	6" S	–2"	1
6	DOPPLER SPEED LOG	ø6"	P	7" A	10	162'–6"	6" P	–	1
7	BOW THRUST SEACHEST	5'–2"x 24"	CL	–	12–15	155'–11"	–	–	6
8,9	THRUSTER VANES	10' x 24"	P/S	6" F	15	155'	10'–6"	7'	6
46	50 mH TRANSDUCER	ø3"	S	11" A	24	134'–0"	10"	–	1
23	HYDROPHONE PIPE	ø5"	S	7" A	45	92'–6"	12"	–	1
24	HYDROPHONE PIPE	ø5"	P	7" A	45	92'–6"	12"	–	1
27	MAIN MACH SEACHEST	18"x 34½"	S	12" A	54	74'–1"	6'–8"	12"	10
32	MOON POOL PIPE	ø12"	S	12" A	63	56'–1"	4'–0"	(1 ½")	9
33	AUX MACH SEACHEST	18"x 34½"	P	12" A	63	56'	5'–5"	18"	9
47	SKEG DRAIN PLIG	ø3"	CL	9" A	82	18'–4"	–	–	1
36	AZUMUTHING THRUSTER	–	S	6" F	88	7'–7"	12–0"	3'–10"	8
42	AZUMUTHING THRUSTER	–	P	6" F	88	7'–7"	12–0"	3'–10"	8
48	EM1002 XDCRS POD	–	S	6.5" A	25	132'–6 7/16"	6'–0"	(1'–11¼")	13
49	150 & 12 KHZ & SIMRAD ES POD		P	12" A	34	101'–4 1/4"	5'–1"	(1'–6½")	14
50	BENCH MARK (FR 22)		CL	0" A	22	139'–1"	0'–0"		
51	BENCH MARK		CL	9.5" A	29	124'–3 1/2"	0'–0"		
52	SEA SUCTION	ø5"	P	16" A	25	131'–9"	5'–9"	–	
53	MOUNTING RING	4 ⅜"øID	P	12" A	30	122'–1"	3'–0"	–	
55	VALEPORT SVS	4"ø	S	12" A	32	118'–1 1/8"	5'–0"	0'–5"	14
57	FURUNO – DS60	10"ø	S	14" A	42	98'–4"	1'–10"	0'–0"	

TABLE 12–D

NOTE: SEE TABLE 15–C FOR OPENINGS ABOVE CHINE

TABLE OF DISPLACEMENT AND OTHER PROPERTIES FOR DOCKING. SEE NOTE 10.

NO CORRECTIONS FOR TRIM

MEAN DRAFT (FT)	DISPLACEMENT (TONS) (SEA WATER)	APPROX. MOMENT TO CHANGE TRIM ONE INCH (FOOT TONS)	C.B. AFT OF FWD PERP (FR 3) (FT)	FWD OF STERN REF PT	TONS PER INCH IMMERSION (SEA WATER)	LONG. CTR OF FLOATATION (FT) AFT OF FP	LONG. CTR OF FLOATATION (FT) FWD OF STERN REF PT	METACENTER ABV KEEL FEET
9.00	918	165.1	82.64	94.4	14.1	94.71	82.4	26.28
9.50	1005	182.6	83.85	93.2	14.7	96.83	80.3	26.47
10.0	1094	184.3	84.89	92.2	14.7	96.73	80.4	25.26
10.5	1182	186.0	85.78	91.3	14.8	96.65	80.4	24.26
11.0	1271	187.6	86.53	90.6	14.8	96.58	80.5	23.43
11.5	1360	189.2	87.19	89.9	14.9	96.51	80.6	22.74
DRAFT	DISP	MT1	LCB	LCB	TPI	LCF	LCF	KMT

TABLE 12–B

BEARING ON BLOCKS

SUPPORT	6'–0" SPACED KEEL 12'–0" SPACED BILGE
SIDE BLOCKS 12"X42"(TOTAL P/S)	6,048 SQ IN. 42 SQ FT.
* KEEL BLOCKS 14"X48" (20)	13,440 SQ IN. 93.3 SQ FT.
TOTAL BLOCKING	19,488 SQ IN. 135 SQ FT.
BEARING PER SQ IN. BLOCKING BEARING PER SQ FT. BLOCKING	146 LB 9.4 TONS

*NOTE: KEEL BLOCK BEARING AREA BASED ON A 48" X 14" SHOE
& EXTREME FULL LOAD DISPLACEMENT: 1271 LONG TONS OR 2,847,040 LBS.

TABLE 12–A

TABLE 13–A: OF OFFSETS FOR BILGE KEELS

SIDE	FWD OF REF PT	HB	HT
P/S	33–1–0	19–1–11	8–4–6
	54–7–0	19–1–5	4–3–8
	66–7–0	19–0–11	3–1–3
	78–7–0	18–11–2	2–2–6
	90–7–0	18–11–1	1–9–5
	102–7–0	18–11–0	1–9–6
	114–7–0	18–10–5	2–1–5
	123–1–0	18–8–12	4–9–2

**OFFSETS ARE GIVEN IN FEET - INCHES - SIXTEENTHS

TABLE 13–A

TABLE 9–D: OF OFFSETS FOR SIDE BLOCKS
INTERVALS GIVEN IN INCREMENTS OF 12'–0"

NO. 1 DOCKING POSITION–AFTER SIDE OF NO.1 BLOCK 57' FROM REF PT

SIDE	BLK NO.	FWD OF REF PT	POINT A HB	POINT A HT	POINT B HB	POINT B HT	BEVEL IN 12" FOR C
P/S	1	56–7–0	12–10–0	3–9–12	16–4–0	5–2–2	–16/16
	2	68–7–0	↓	3–1–0	↓	4–2–12	–11/16
	3	80–7–0	↓	2–6–12	↓	3–6–10	–5/16
	4	92–7–0	↓	2–4–1	↓	3–3–2	0
	5	104–7–0	10–6–0	1–8–15	14–0–0	2–8–2	+4/16
↓	6	116–7–0	↓	1–10–11	↓	2–10–14	+4/16

**OFFSETS ARE GIVEN IN FEET - INCHES - SIXTEENTHS

TABLE 9–C: OF OFFSETS FOR SIDE BLOCKS
INTERVALS GIVEN IN INCREMENTS OF 12'–0"

NO. 2 DOCKING POSITION–AFTER SIDE OF NO.1 BLOCK 59' FROM REF PT

SIDE	BLK NO.	FWD OF REF PT	POINT A HB	POINT A HT	POINT B HB	POINT B HT	BEVEL IN 12" FOR C
P/S	1	58–7–0	12–10–0	3–8–4	16–4–0	5–0–3	–16/16
	2	70–7–0	↓	2–11–14	↓	4–1–5	–12/16
	3	82–7–0	↓	2–6–5	↓	3–6–0	–5/16
	4	94–7–0	↓	2–4–2	↓	3–3–3	0
	5	106–7–0	10–6–0	1–9–4	14–0–0	2–8–9	+4/16
↓	6	118–7–0	↓	1–11–0	↓	2–11–6	+4/16

**OFFSETS ARE GIVEN IN FEET - INCHES - SIXTEENTHS

TABLE 9–B: OF OFFSETS FOR SIDE BLOCKS
INTERVALS GIVEN IN INCREMENTS OF 12'–0"

NO. 3 DOCKING POSITION–AFTER SIDE OF NO.1 BLOCK 55' FROM REF PT

SIDE	BLK NO.	FWD OF REF PT	POINT A HB	POINT A HT	POINT B HB	POINT B HT	BEVEL IN 12" FOR C
P/S	1	54–7–0	12–10–0	3–11–4	16–4–0	5–4–1	–16/16
	2	66–7–0	↓	3–2–4	↓	4–4–5	–13/16
	3	78–7–0	↓	2–7–7	↓	3–7–9	–8/16
	4	90–7–0	↓	2–4–2	↓	3–3–5	–3/16
	5	102–7–0	10–6–0	1–8–9	14–0–0	2–7–12	+2/16
↓	6	114–7–0	↓	1–10–6	↓	2–10–7	+4/16

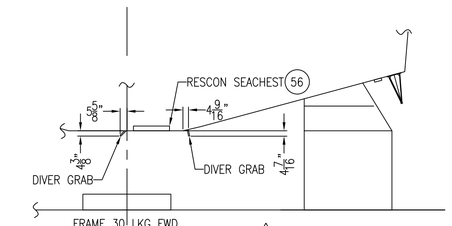
**OFFSETS ARE GIVEN IN FEET - INCHES - SIXTEENTHS

PROPELLER TIP CLEARANCE TABLE

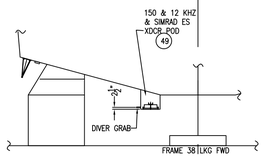
TRIM (INCHES)	BY	PROPELLER CLEARANCE INCHES FROM SKEG AFT END
0	EVEN KEEL	3
1	STERN	2.75
2	STERN	2.5
3	STERN	2.375
4	STERN	2.125

TABLE 10–A

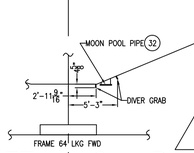
SIZE	CAGE CODE	NOAA DRAWING NUMBER	REV
D	0YLJ5	NF–085–002	G
SCALE: AS SHOWN		CAD FILENAME NF085002	SHT 2 OF 3



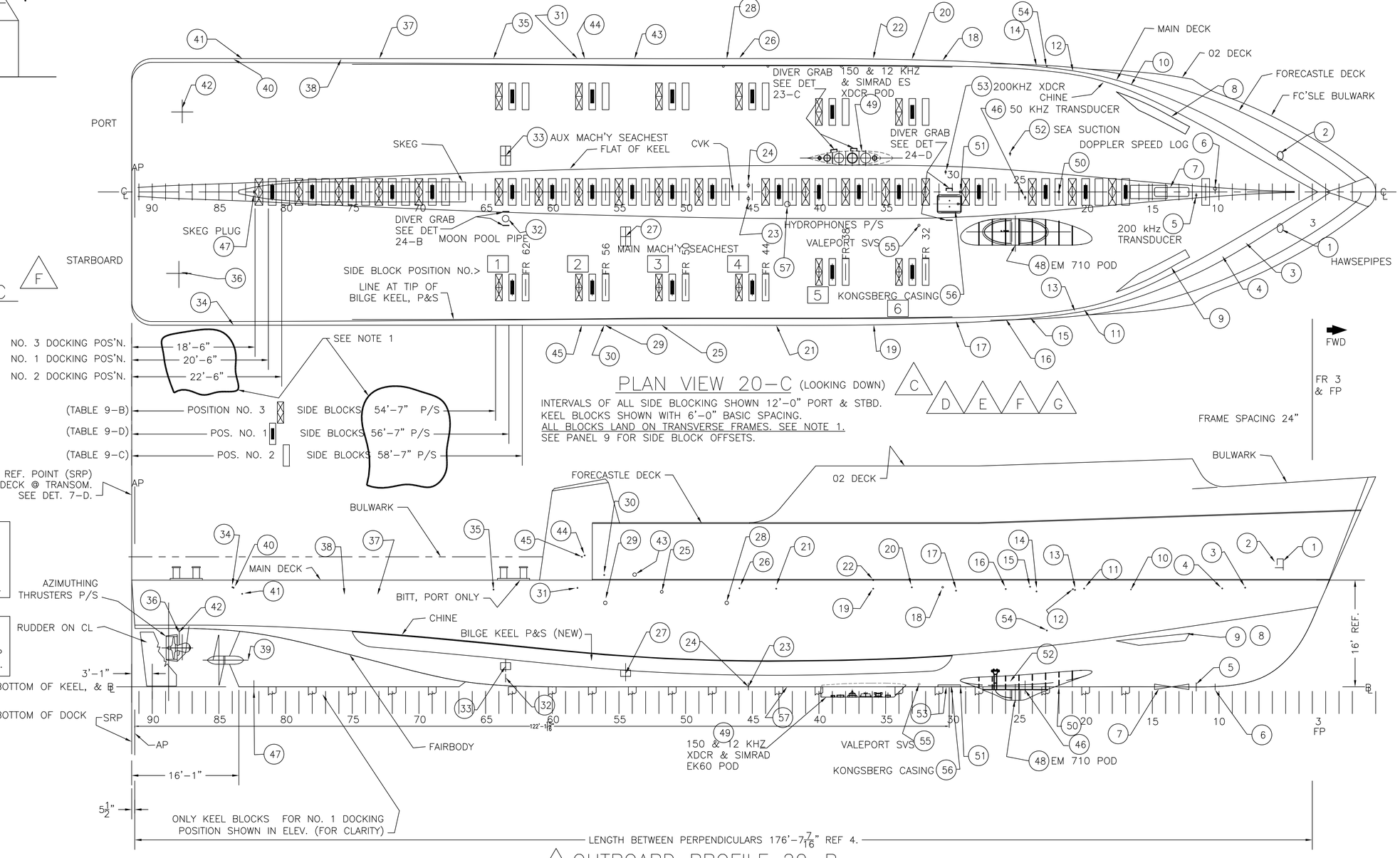
DETAIL 24–D F



DETAIL 23–C F



DETAIL 24–B F



PLAN VIEW 20–C (LOOKING DOWN) C D E F G

INTERVALS OF ALL SIDE BLOCKING SHOWN 12'–0" PORT & STBD.
KEEL BLOCKS SHOWN WITH 6'–0" BASIC SPACING.
ALL BLOCKS LAND ON TRANSVERSE FRAMES. SEE NOTE 1.
SEE PANEL 9 FOR SIDE BLOCK OFFSETS.

AZIMUTHING THRUSTER REMOVAL:
NO CLEARANCE REQ'D BLW BASELINE.
WEIGHT EA. 5100 LBS.

PROPELLER SHAFT REMOVAL:
DISTANCE AFT OF SRP REQUIRED = 28 FEET.

CENTERLINE RUDDER REMOVAL:
CLEARANCE BELOW BASELINE REQUIRED: 51.5".
SEE GENL NOTE 11.

OUTBOARD PROFILE 20–B C D E G

PORT AND STARBOARD SIDES SHOWN TOGETHER.

SEE PANEL 9 FOR SIDE BLOCK OFFSETS.
SEE 15–C FOR TABLE OF OPENINGS.
SEE 12–B FOR HYDROSTATIC PROPERTIES.
SEE 12–A FOR BEARING ON BLOCKS.
SEE 10–A FOR PROPELER TIP CLEARANCES.

SCALE: 1/8" = 1'–0"

SIZE	CAGE CODE	NOAA DRAWING NUMBER	REV
D	0YLJ5	NF–085–002	G
SCALE: 1/8"=12"	CAD FILENAME NF085002		SHT 3 OF 3